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Sherry
\$17.00 per dozen.
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12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

Fine Old
FRUITY.
PORT
\$18.00 per dozen.
H. PRICE & CO.,
12, Queen's Road.

No. 12,766

號六廿月二年四零百九千一英

HONGKONG, FRIDAY, FEBRUARY 26, 1904.

日一十月正年辰甲

PRICE, \$3.00 Per Month

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SHIPPING AND FORWARDING DEPARTMENT.

CHINA PARCEL EXPRESS.

SHIPPING DATES.
To England... 14th Feb.
To France... 20th
To Germany... 14th
To Italy... 20th
To United States via San Francisco... 11th
To United States via Suez Canal... 28th
To India... 11th
To South Africa... 11th
To Australia and New Zealand... 11th
To Canada... 8th
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BY Import Firm, experienced and energetic COMMODOR who can give efficient service.
Apply to: "M. B."
Care of "China Mail" Office.
Hongkong, February 22, 1904. 239

WANTED.

GOOD CLERK Wanted, European or other.
Apply to:
ROBINSON PIANO CO., LTD.
Hongkong, February 10, 1904. 279

Intimations.

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be resumed on **TUESDAY, 1st MARCH**.
For Terms apply to:
THE HEAD MASTER.
Hongkong, February 25, 1904. 382

LOST.

(N) Wednesday Evening, the 24th Inst., on route from City Hall, Ice House Street, Wyndham Street, Old Bailey and Canal Road to "Priory Lodge," One GOLD RING, SOVEREIGN BRACELET with Owner's and Giver's names engraved on inside.
Finder will be handsomely rewarded on delivering same to:
Care of "China Mail" Office.
Hongkong, February 25, 1904. 361

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CONSULTING ENGINEERS AND SHIPBUILDERS.
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REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, March 14, 1903. 563

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NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOITLANDER'S CELESTIAL BINOCULARS AND TELESCOPES.
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NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christie & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY in great variety.

DIA M O N D S
AND
DIAMOND JEWELLERY.
Splendid Collection of the Latest LONDON PATTERNS, very moderate prices. 472

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to:

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and
HERALD THE PRINCE OF WALES

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Pumps, Packings, General Stores, and Engineers' Tools of Every Description.

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20, CONRAD, LIT ROAD CENTRAL. KOWLOON BAY.

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Departures from HONGKONG to CANTON daily at 8 a.m. (Sunday Excepted), 5.30 p.m. and 9 p.m. (Saturday Excepted).
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These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 p.m. and on Sundays at 12.30 p.m.

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Canton-Macao Line.

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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

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s.s. SAINAM, 588 tons, Captain B. Branch.
s.s. NANNING, 569 tons, Captain C. Butchart.
s.s. TAK HING, 618 tons, Captain R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

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All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS and TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHIPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

WILLIAM MACLEOD, D.D.S.,
DENTIST.

11 & 12, BEACONSFIELD ARCADE.
Hongkong, September 22, 1903. 1758

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1587

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is Bovril—it nourishes, stimulates and reinvigorates. Bovril is of great value for all to whom strength and endurance are a vital necessity. Its regular use is a permanent protection against the dangers of colds, chills and diseases.

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LA MODE DE PARIS.

MILLINERY AND DRESSMAKING.

CONNAUGHT HOTEL, Rooms 4 and 5.
Hongkong, September 16, 1903. 1904

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THERE is no nicer place to spend a few days in quiet rest than

MACAO.

And there is no more comfortable Hotel in the Far East, than the

MACAO HOTEL.

WM. FARMER, Proprietor.

Hongkong, December 23, 1903. 2687

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Hongkong, July 22, 1903. 1510

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DR WILLIAM DANIEL,

DENTISTS.

LATEST AMERICAN METHODS.

REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 a.m. to 1 p.m. and 2 to 5 p.m.

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Hongkong, February 18, 1904. 2306

Business Notices.

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Bell's Asbestos 'Dagger,' 'Demon,' and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Woodite. Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc. Bell's Asbestos Expansion Tape, Millboard, Insertions, and Rope. Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large Stock of Engine and Cylinder Oils always in hand. Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil. Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates. Asbestos Packed Cooks, Stop Valves, and Gauge Columns. 'Steam Gauges' and other engineers' requisites always in stock. Lists and Prices on application. **BRADLEY & CO., Managers.** OFFICE, 6 DES VŒUX ROAD, opposite King Edward Hotel entrance, Hongkong.

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ENGLISH & AMERICAN BOOTS.
TRUNKS and BAGS.

SADDLERY & STABLE REQUISITES.

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Hongkong, February 26, 1904.

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LONDON

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Have always Stocks of their well-known Brands with

SIEMSEN & CO., 141

CHAMPAGNES

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CHARLES HEIDSIECK

PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN

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KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBURN,

Proprietor and Manager.

Hongkong, January 20, 1904. 135

ZETLAND HOUSE,

No. 10, QUEEN'S ROAD CENTRAL.

SUPERIOR ACCOMMODATION.

Moderate Charges.

MRS. WATLING,

Proprietress.

Hongkong, January 14, 1903. 96

TANG YUEN.

BOARDING ESTABLISHMENT.

Splendid View of Harbour.

No. 13, MACDONNELL ROAD.

Under European Management.

Apply at the House.

At FAIRALL & CO., Opposite Hongkong Hotel.

Hongkong, June 10, 1903. 97

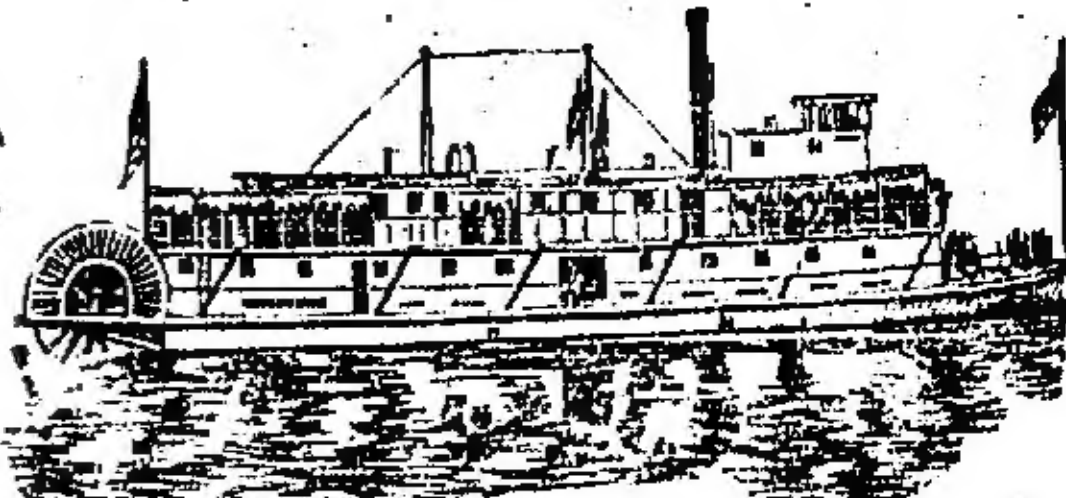
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Hongkong, January 1, 1904. 1

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Glazed Stoneware, Drain Pipes and Fittings, China Paving Bricks and Tiles, Fire Bricks and Fire Clay.

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For further particulars, apply to.

Shewan, Tomes & Co.,

GENERAL MANAGERS. 259

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OR

CONDITION POWDER FOR HORSES.

A course of the Tonic Spice strengthens and gives tone to the digestive organs, fortifies the constitution, and invariably restores the healthy functions of the organs.

FOR HORSES IN TRAINING FOR RACING

the Tonic Spice is of essential value, for by its use a great saving of time is effected in producing that firmness of muscle necessary for the great exertions required on the racecourse.

NO HORSE OWNER SHOULD BE WITHOUT IT.

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A FIRST-CLASS HOTEL IN EVERY RESPECT.

WELL FURNISHED THROUGHOUT.

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EUROPEAN CHEF.

EVERY COMFORT FOR VISITORS. PRICES MODERATE. 256

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Through Hidden Shensi, by Nicholls ... \$ 9.50

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The House on Sport, by Members of the London Stock Exchange, 'all Leading out Door Games' 2 Vols. ... 15.00

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Dressmakers and Milliners,

ARE NOW SHOWING

SMART HATS, Dainty SUNSHADES,

GLOVES, SHOES,

and all Dress Accessories Suitable for the

Racing Season.

Hongkong, February 18, 1904. 146

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Wine and Spirit Merchants,

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE.

HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSORTMENT OF SPECTACLES.

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FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

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ALL KINDS OF WORK DONE FOR AMATEURS.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

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Hongkong, April 29, 1903.

**You Can Get**

more satisfaction out of an absolutely pure, well-made beverage than any other kind, and that's why

RAINIER BEER

holds its old friends. Once you try it, the other kinds are not good enough.

A. S. WATSON & Co., Ltd., Sole Agents for HONGKONG, CHINA AND MANILA.

Per Case { 6 dozen Pints, } \$18.50
(Special terms to large buyers) or 4 dozen Quarts, }**ENO'S** A SIMPLE REMEDY

FOR ALL 'FRUIT' IMPURITIES

OF THE BLOOD. **SALT.**'It is not too much to say that the merits of ENO'S 'FRUIT SALT' have been published, tested, and approved, literally from Pole to Pole, and that its cosmopolitan popularity to-day presents one of the most signal illustrations of commercial enterprise to be found in our trading records.'—*European Mail*.

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT.' Without it you have a worthless imitation.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG., by J. C. ENO'S Patent.

Sold by Chemists, &c., everywhere.

Milkmaid

BRAND

Milk

Guaranteed

Full Cream.

Largest Sale in the World.



Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-Year Ending 31st DECEMBER, 1903, at the Rate of ONE POUND and TEN SHILLINGS together with a BONUS of TEN SHILLINGS STG. per Share of \$125 is PAYABLE on MONDAY, the 22nd Day of FEBRUARY Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
(Sd.) J. R. M. SMITH,
Chief Manager.

Hongkong, February 20, 1904. 334

HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share and Bonus of 2% per Share for the six months ending 31st December, 1903, declared at the Ordinary General Meeting, will be Payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 23rd February, and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, February 23, 1904. 348

EOTHEN MARK LODGE—No. 264.

A REGULAR MEETING of the EOTHEN MARK LODGE will be held at the FREEMASONS' HALL, on MONDAY, the 29th February Instant, at 6 for 5.30 p.m. precisely. VISITING BRETHREN are cordially invited to attend.

Hongkong, February 23, 1904. 352

ZETLAND LODGE.

No. 625, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at FREEMASONS' HALL, Zetland Street, on TUESDAY, the 1st March, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, February 23, 1904. 351

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that, on and after this date, they can obtain Scrip Certificates for Shares of the new issue in exchange for Hongkong and Shanghai Bank receipts on application at the Registered Offices of the Company, Nos. 38, and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, February 13, 1904. 301

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the Offices of the Company, Pedder Street, on SATURDAY, the 6th day of MARCH, 1904, at 12 o'clock (Noon), to receive a Statement of Accounts for 31st December, 1903, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th February to the 6th March, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, February 8, 1904. 289

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-FIFTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 3, Queen's Road Central, on THURSDAY, the 10th March, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th inst. to the 10th proximo, both days inclusive.

By Order,
GEO. L. TOMLIN,
Secretary.

Hongkong, February 10, 1904. 280

HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at 12.15 p.m. on THURSDAY, the 10th MARCH, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th MARCH, both days inclusive.

R. J. MACGOWAN,
Acting Secretary.

Hongkong, February 23, 1904. 354

POHOOMULL BROTHERS.

No. 67 and 69, QUEEN'S ROAD CENTRAL, HONGKONG.

CHRISTMAS AND NEW YEAR'S PRESENTS.

HAVE just received a large Stock Suitable for Christmas and New Year's Presents of Indian, Chinese, and Japanese SILKS and GOODS made thereof suitable for Ladies and Gentlemen; Cashmere Shawls; Oriental and Egyptian embroideries; Bags of Persian and Indian Carpets; Jewellery; Maltese Lace Articles; Grass Cloth Embroidered Goods. Old Embroidered Chinese Costumes.

Genuine Cambricwork boxes; Fans and several other articles made up of Ivory, Mother-of-pearl, Sandalwood and Tortoise-shell, &c., &c., &c.

Quality will speak for itself. Very moderate Prices.

Hongkong, November 3, 1903. 771

Intimations.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Upper Bachelors and Fly Point Batteries in a North-Westerly direction at ranges from 4,000 to 4,500 yards, on the 4th March, 1904, and from Stonecutters West and East Batteries in a South-Westerly direction at ranges from 2,000 to 4,000 yards, on the 5th March, 1904.

If the weather is unfavourable on either of the above dates, Practice will take place on the 7th proximo.

Practice will commence at 9.30 a.m. on the 4th, and at 9 a.m. on the 5th, and end at 11 a.m. daily, if the range is clear.

By Command,
A. M. THOMSON,
Acting Colonial Secretary.Colonial Secretary's Office,
Hongkong, February 25, 1904. 303**KING EDWARD HOTEL.**

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

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MANAGER.

Hongkong June 10, 1902. 122P

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FIRE—Marine—Typhoon—Accident

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Guarantee—Plate Glass.

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W. H. T. DAVIS, Manager.

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457

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ELECTRIC FANS.

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Estimates given Free for all kinds of Electrical Work.

Trained Mechanicians sent to Out-Ports of Fit up Installations if required.

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For full particulars, &c., &c., apply to

W. STUART HARRISON,
A.M. Inst. E.E.

Manager.

Hongkong, April 2, 1903. 148

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DAIRY FARM CO.

Hongkong, February 4, 1904. 2030

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Hongkong, January 23, 1904. 106

TO LET.—FURNISHED.

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Apply to M. W. SLADE.

Hongkong, January 23, 1904. 158

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HOUSE No. 2, QUEEN'S GARDENS as from 31st December, 1903.

Apply Messrs JARDINE, MATHESON & CO.

Hongkong, December 12, 1903. 2504

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174, Queen's Road Central.

Hongkong, January 28, 1904. 194

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NOS. 38, 40, QUEEN'S ROAD CENTRAL, 1st, 2nd, 3rd and 4th Floors, above Maison Levy Harmanos.

Possession at the end of March, 1904.

A Lift is to be constructed there.

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Agent,
No. 30, D'Aguilar Street.

Hongkong, January 28, 1904. 188

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TWO ROOMS Suitable for OFFICE Use, Entrance from Ice House Street.

Apply to SECRETARY, Masonic Hall.

Hongkong, February 13, 1904. 296

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AT Moderate Rentals, High-class OFFICES, in ALEXANDRA BUILDINGS, occupying the best business position in the Colony.

Apply to SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, September 23, 1902. 34

TO LET.

LUGINSLAND East, PEAK ROAD.

Apply to THE SAM WANG CO., LD.,

81, Queen's Road Central.

Hongkong, February 19, 1904. 328

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IMMEDIATE POSSESSION.

RESIDENCE 5, Stewart Terrace (Peak), lately occupied by Major BAKER BROWN, R.E.

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Hongkong, January 29, 1904. 198

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NOS. 5 and 6, BARROW TERRACE, Kowloon, Available 1st March.

Apply to THE SAM WANG CO., LTD.

Hongkong, February 4, 1904. 238

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NO. 10, MACDONNELL ROAD.

No. 1, Ripon Terrace, in FLATS.

No. 15, WONG NEW ORANGE ROAD, facing Race Course.

FLATS in MORRISON TERRACE, facing the Polo Ground.

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GODOWN No. 34, BLUE BUILDINGS, GODOWNS PRATA EAST.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, February 1, 1903. 211

TO LET.

ON or about 16th FEBRUARY, next, HOUSES in Kowloon, at moderate Rentals.

Apply to HUMPHREYS ESTATE AND FINANCE CO.

Hongkong, January 5, 1904. 24

Entertainments.

HONGKONG PHILHARMONIC SOCIETY.

THE FIRST OF THE SERIES OF THE SOCIETY'S

SUBSCRIPTION CONCERTS

will be given on SATURDAY, 5th MARCH, 1904, in ST. ANDREW'S HALL, at 9 P.M.

Programme will be announced later.

Prices of Admission to non-subscribers: \$3 and \$1 (limited number).

PETER DOW,
Hon. Secretary (Vocal).H. W. D. SCHMIDT,
Hon. Secretary (Orchestra).

Hongkong, February 25, 1904. 360

Auctions.

PONIES! PONIES!! PONIES!!!

THE Undersigned will hold their Annual Sale of Race Ponies by Public Room as under:—

on WEDNESDAY, the 2nd March, 1904, at 3 p.m., opposite the CITY HALL.

FIFTY LOTS; and on SATURDAY, the 6th March, at 4 p.m., at KENNEDY'S CARRIAGEWAY DAY REPOSITORY, upwards of FIFTY LOTS.

HUGHES & ROUGH,
Auctioneers.

Hongkong, February 25, 1904. 359

Dentistry.

S. I. N. TING, Surgeon Dentist, No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE

Consultation Free.

Hongkong, April 24, 1900. 628

DENTISTRY.

SUI SANG, DENTIST, Lately Practising with Dr. I. SARATA

DENTIST, Connaught Road, near Blake Pier.

Hongkong, December 8, 1902. 628

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and BEDROOM
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MEMOS. FOR TO-MORROW.

Amusements.
9 p.m.—Performance at City Hall.
Miscellaneous.
Goods per *Silesia* undelivered after this date subject to rent.
Goods per *Sambha* undelivered after this date subject to rent.
Goods per *Gisela* undelivered after this date subject to rent.

General Memoranda.

MONDAY, February 22.—
9.0 p.m.—Auction of an Assortment of Japanese Curios, &c., at Mr. V. I. Remedios' Sales Rooms.
5.30 p.m.—Meeting of Kowloon Market Lodge.
Goods per *Mogul* undelivered after this date subject to rent.
Goods per *Jeru* undelivered after 4 p.m. on this date subject to rent.
TUESDAY, March 1.—
11 a.m.—Government Bills received by Chief Paymaster, Army Pay Department.
9 p.m.—Meeting of Zetland Lodge.
Transfer Books of Hongkong & Kowloon Wharf and Godown Co., Ltd., closed from this date to the 10th March inclusive.
WEDNESDAY, March 2.—
Goods per *Sydney* undelivered after this date at noon will be subject to rent and landing charges.



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Dry and Extra Dry... 48.00 550.00

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Our Celebrated 'E' Liqueur Scotch Whisky is a blend of the finest Whiskies distilled in Scotland, specially selected and matured. It is of GREAT AGE, VERY FINE and MELLOW. Its superior quality has established its reputation as the LEADING WHISKY IN THE EAST.

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From the most celebrated Châteaux specially selected and imported direct.

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PORT,
BURGUNDY.

Australian Wines.

&C. &C. &C.

A. S. WATSON & Co., Limited,THE HONGKONG DISPENSARY,
February 20, 1904.**DEATH.**

On 16th February, at 8 p.m., at his residence 'Sunshine,' No. 1 St. Thomas' Walk, (River Valley Road, Singapore, JOHN SHANAZAR BAKIS, late an eminent Armenian merchant of Batavia; aged 73 years.

The publication of this issue commenced at 5.40 p.m.

The China Mail.

HONGKONG, FRIDAY, FEBRUARY 26, 1904.

It is not too much to say that Japan was never before in such a critical condition as it is at present. Not because of the war with Russia, which has come to her in spite of patient and praiseworthy effort on the part of the leading statesmen to avert it without staining their country's honour, 'not because of the frightful strain to which the struggle is bound to subject her financial resources, no matter how short, sharp, and decisive it may be, even if ultimately entirely successful, not because of the alarming stagnation of commercial and industrial enterprise naturally attendant upon the uncertainty that now hangs over the land; but because of the apparent lessening of the feeling of unquestioning, unflinching obedience to the commands of the Emperor that seem to be observable on every side. It cannot be admitted that this view is unduly pessimistic, for we have always felt that the Japanese, if rightly led, have in them a capacity for development along lines which shall be most conducive to substantial progress in all things moral, social, intellectual, and commercial, yet, when we see the way statesmen, politicians, scholars, and commoners, criticise the acts of the Government and their disposition to hold their Emperor responsible for the acts of the Cabinet, when those acts are patently at variance with the wishes of the majority of the masses, we can but apprehend a dangerous weakening of that allegiance which has, in the past, come so near to being worship. It is sincerely to be hoped that this view may be wrong, for if the blind devotion that the Japanese have hitherto held for their Emperor shall be destroyed or even seriously weakened, it will have results that must be far-reaching in their possibilities for evil, when we stop to think how much of socialism has crept into the body politic. Until now that socialism, which many will say does not exist at all but which is clearly to be seen by those who have watched with warm sympathy the recent developments, has not been at all of the iconoclastic kind, yet the very temperament of the people is of such a character as to make them swing far away from their old-time allegiance to the Imperial House should the cords which have bound them to their rulers be snapped or even loosened. When statesmen and political writers feel called upon to accompany their adverse comments upon a Ministry with strenuous protest that there is nothing in their words to be construed as reflecting upon the Emperor, one feels that it is a case of *qui s'excuse s'accuse*, and such apologies have been rather the rule than the exception of late. Again, when men of ability declare unhesitatingly that the Japanese Constitution is merely a document, an empty name, not a fact which gives to the people a constitutional form of government, and accompany such strictures with vehement declarations that the fault lies with the Ministry and that the Emperor is not to blame, there is a strong suspicion of that self-accusation which usually accompanies an uncalculated apology. Now, all these conditions were painfully in evidence on the eve of the outbreak of the present war. On every hand, there were members of all classes of society inveighing against the Government, there were individuals declaring in private and in public that the form of government is an absolute, irresponsible monarchy or an offensive bureaucracy, not at all a constitutional monarchy, and always these statements were accompanied by the apology that was clearly intended to make them a little less offensive to the people and to avoid the charge of *lese majesté*. Yet all the time there seemed to be a most un-Japanese disposition to criticise the Emperor. For the moment, all this has disappeared, and it is safe to say there will be no recrudescence of it until the war is ended; there will be no repetition of the act of the Speaker of the late House of Representatives when the Diet meets in the extra session that has been called for April; every bill that the Government submits will have active support; supplies will be voted as asked for, and everything will go smoothly. But what will happen when the war is over and the people have to count the cost? That time may be filled with danger.

LOCAL AND GENERAL.**Japan's Trade.**

The trade statistics of Japan for January 1904 show that exports have increased Yen 4,407,718, and imports have increased Yen 3,709,708, over the same month of 1903.

'His Excellency.'

We understand that if the members of the Company are agreeable, the Amateur Dramatic Club will give two extra performances of 'His Excellency' on the 11th and 12th March.

The Straits Governor.

Sir John Anderson, the Governor-elect of the Straits Settlements, will leave Marseilles on the 26th of March next by the P. and O. Steamer due to arrive at Singapore about the 10th or 17th of April.

A Row Round the Island.

Last Sunday a 'four' from the Hongkong Boat Club (Messrs Toelke, bow; Berner, 2; Koniz, 3; Kohler, 4; and Gray, cox) rowed round Hongkong Island. The time taken in actual rowing was about six hours, although it was eight hours between the time they left and returned. The crew found the water delightful, with the exception of a stretch between Lyceum and Aberdeen.

Band at the Hongkong Hotel.

By kind permission of Major Radcliff and officers the Band of the 93rd Burma Infantry will play at the Hongkong Hotel, to-morrow (Saturday) evening, from 8 to 9.30 p.m.:

March.....'The Non-Com'...Ord Hume Overture.....'Tancrède'.....Rossini Selection.....'Patience'.....Sullivan Intermezzo.....'Pendant le Bal'.....Gillet Selection.....'The Toreador'.....Ivan Caryll Waltz.....'La Tosca'.....Bucalossi Serenade.....'Love in Idleness'.....Macbeth GOD SAVE THE KING.

A Terrible Suggestion.

The Singapore Free Press makes the following terrible suggestion:—The 348 Hongkong ladies whose petition for the registration of domestic servants has been rejected, have a remedy. Let them to a woman bind themselves to attend no Government House function and to boycott socially every male of their acquaintance who does. It is a heroic remedy, but a year of it would do it. For it would attract the notice of the civilised world to the Hongkong Government, and no mollusc could stand that without melting.

The Suicide of Capt. Schultz.

At the inquest on the death of Capt. Schultz, of the *s.s. Longmoor*, held at Shanghai on February 20, the Chief Officer said that on February 19 Capt. Schultz retired to his cabin as usual. On the following morning the Chief Officer went to the Captain's cabin to call him, but found him lying in his berth, dead. The Captain had a bullet wound in his right ear, and a six chambered revolver was lying on the bed. The Coroner found that death was due to a bullet wound, self-inflicted, while suffering from temporary insanity. 'Deceased left a letter to Captain Koshler containing his last wishes.

Another Fire.

At an early hour yesterday morning a fire broke out in No. 444 Des Vaux Road, West, and spread to Nos. 438, 440, 442, and 446 before it was extinguished. The outbreak first occurred in the second floor of No. 444, a rattan shop, and the inflammable nature of the material caused the fire to burn fiercely. The adjoining house No. 446 was the next to catch alight and from the commencement it was seen that both houses were doomed to destruction. The fire brigade, under Mr. Hallifax, were early on the scene, but, as usual, want of water handicapped them. By the time an adequate flow of water was obtained Nos. 432, 444 and 446 were well alight. The fire then spread to 438 and 440, the side wall of the former collapsing into Sai On Lane. Fortunately, no one was injured. The floors of Nos. 444 and 446 fell in with a crash and left the interior of each house a blazing furnace. The brigade, after working for some time, secured the mastery of the fire, and Nos. 438, 440 and 442 were saved from complete destruction. The rattan shop and No. 446 were gutted completely, the damage being estimated at \$13,000. The rattan shop was owned by the Wing On Loong and with No. 446 was insured for \$12,710. The Meiji Fire Insurance Company of Tokyo was interested to the extent of \$3,000; the Tak On, \$3,100; Fuk On, \$3,100; and the Ip On, \$3,500.

The fire is believed to have first broken out in the coolie's quarters, and could easily have been extinguished had water been available at the outset.

Time and Money.

Sickness causes a loss of both time and money. You lose the time and have the expense of medical attendance, entailing a double loss. This can be avoided by using some reliable remedy at the first stage of the sickness. The purchase of a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy often proves a profitable investment, for, by its use, at the first appearance, any unusual looseness of the bowels, a severe attack of diarrhoea or dysentery may be averted, that might otherwise compel a week's cessation from labor. Every household should have a bottle at hand. It never fails and is pleasant to take. Get it today. It may save a life. For sale by all chemists and medicine vendors. Warrick Ltd., General Agents.

LOCAL AND GENERAL.**Notes by the Way.**

Viscount Yoshikawa has been appointed Japanese Minister for Home Affairs.

The French Mail of the 26th January was delivered in London on the 25th Feb.

It is stated that the Russian refugees taken to Saigon by the *Passat* are on parole.

Vice-Admiral Sir Gerald H. U. Noel, K.C.B., K.C.M.G., is due to arrive here by the English Mail arriving after the *Coronand*.

The construction of the railway from Seoul to Pusan in Korea is progressing rapidly. The line will probably be completed next year.

'Punch' on the War.

If war breaks out, says Punch, the odium will rest with Japan. The Czar will be blameless. He has begged the Japanese in the sacred cause of Peace to give way to him, but Japan has refused.

The Nil Desperandum Stakes.

The Nil Desperandum Stakes were won by Mr. Boxey's Pink Rose from Mr. Canada's Tai Yat, with Mr. Tremearne's Fun third in 1.17. Twenty horses started and Pink Rose was behind Tai Yat, Fun, Standard and Persistence when the back of the course was reached. The former went to the front at the last turn, and won comfortably.

Rugby Football.

At Happy Valley to-morrow afternoon the Hongkong Football Club will meet a team from H.M.S. *Abdon*, under Rugby rules. Play will commence at four-fifteen. The following will represent the Hongkong Club:—Full-back, H. Arthur; three-quarters, R. A. Whitmore, T. E. Pearce, Lieut. Cameron and J. Thomas; halves, J. P. Jordan and F. G. Cavanagh; forwards, H. C. Sandford, E. R. Hallifax, P. W. Goldring, E. D. C. Wolfe, Lieut. M. R. Strover, Lieut. Duncan, H. E. Rowley and H. F. Chard.

Japan's Mercantile Marine.

The steamers of the Nippon Yusen Kaisha and Osaka Shosen Kaisha have not called at Shanghai since hostilities broke out, but it is now definitely stated, says the *N.C. Daily News*, that both companies will resume the service as soon as the *Mandjour* disarms, leaves, or is taken out. Until that happens the vessels will not come beyond Nagasaki. The resumption of the service would be a great convenience just now, as there are many Japanese, more especially in Hongkong, who would make use of the boats to return to Japan.

The Poet's Question.

A poetic contributor writes in the *N.C. Daily News*:—
Rat in hole and terrier watching; hovering hawk with eye on vole;
Early bird and worm still earlier; shark that waits for Jack to fall;
Is it thus the *Akitsu*, waiting at the river bar,
Looks intently for the *Mandjour*, luckless gunboat of the Czar?
Why the Dickens does she stay here, Shanghai still a neutral port?
Is it home instructions keep her, or discretion of a sort?
Many are the tales about her, some are wise, and some are wit;
All we know for truth, however, is 'that *Mandjour* oughter git.'

The Champion Stakes.

The Champion Stakes only enticed seven horses to face the starter. The race was looked upon as a certainty for Coronet Rose, and Aladdin and Polka were fancied for second place. From the start, Polka led from Coronet Rose, with Set last. The latter moved up quickly, and was lying third when the stand was passed. After the turn, Coronet Rose took command, and Set moved up into second place. At the back of the course, past the rock, Coronet Rose was still ahead, but Polka had regained second place, Huron being in the bunch. Coming into the straight, Set dropped back and Huron came out from the field. Coronet Rose won easily, with Polka second and Huron third. Time—2.39.

The Police and the Races.

The police arrangements for the control of traffic to and from the race course were more complete this year than ever before. More police were engaged on the work, and a letter system was employed. All the roads leading to the course were lined with men at intervals of about one hundred yards, and their duty was to keep the rickshas and chairs to the proper sides of the road. From the centre of the city to Arsenal Street, the left-hand side of the road was apportioned to rickshas, and the right hand side of the road was reserved for chairs. From Arsenal Street to the race course the chairs and rickshas took different routes. The chairs continued along Queen's Road, but the rickshas had to turn down Arsenal Street, and go along the *Praya* to the course. When coming, these regulations were in force, and the safety with which the hundreds of people were conveyed to and from the course, speaks volumes for the excellence of the arrangements. Chief Inspector Baker was in charge of the force, assisted by Inspectors Withers, Conlay, and Warnock. Inspector Conlay had entire charge of the Eastern district, and kept his men well in hand.

TELEGRAMS.

[CHINA MAIL SPECIAL SERVICE.]

THE RUSSO-JAPANESE WAR.**ATTACK ON PORT ARTHUR.**

Attempt to Block the Harbour.
(From Our Own Correspondent.)

SHANGHAI, February 25.

The Japanese have made an attempt to block the entrance to the Port Arthur harbour. On the night of February 24, Japanese torpedo boats attacked the Russian Battleship *Retvian*, while she was lying at anchor at the entrance to the harbour. The object of the Japanese was to block the harbour entrance, so that the Russian fleet would be unable to come out, and to effect this purpose they sent in large steamers filled with combustibles.

The Russian battleship *Retvian* and the land batteries opened fire on the Japanese fleet, and frustrated the attempt. At daybreak, the torpedo boats retired, and the Japanese squadron left. Four steamers were sunk at the entrance to the harbour, but the channel was not blocked.

It is clear that the repairs to the damaged Russian vessels is rapidly progressing, as shown by the *Retvian* taking part in the repulsion of the Japanese fleet.

THE SITUATION AT NEW-CHWANG.**Guns Landed from the 'Sivooch.'**

The Russians have landed the guns from the gunboat *Sivooch* at present wintering in Newchwang.

THE DECLARATION BY JAPAN.**The Departure of Baron Rosen.**

(From Our Own Correspondent.)

Tokyo, February 12.

This is the Japanese national holiday which they call *Kigen Setsu*. It commemorates for them the accession of Jimmu Tenno, who was the human progenitor of that dynasty of Mikados which was founded by the gods infinitely long ago, as the Emperor is very fond of alleging. It is claimed that Jimmu ascended the throne in B.C. 660, but even this comparatively modern date must not be accepted seriously, although, to quote Chamberlain's 'Things Japanese,' 'Ono eminent German professor, the late Dr. Hoffmann, actually discusses the hour of Jimmu Tenno's accession in the year 660 B.C., which is much as if one should gravely compute in cubic inches the size of the pumpkin which Cinderella's fairy god-mother turned into a coach and six.' This is the date upon which the Constitution was promulgated in 1889. But the day is now destined to have a significance for the people that is likely to throw the mythological event into deeper shade and utterly to obscure the historical one, which, if the truth were told, has not conferred upon the people those unalloyed blessings that were heralded with such strident blasts of the trumpet just fifteen years ago. That event, which, at least in the estimation of those Japanese who pride themselves upon being broad-minded and advanced, is to mark the day with far greater glory than anything that has occurred hitherto, is the declaration of hostilities with Russia. The Imperial Rescript was issued late last evening, to be sure, but the fact was not generally known until this morning. The Russian Minister, Baron Rosen, was to have been received in farwell audience to-day, but that empty ceremony was very properly dispensed with, and he, his family, and all the Legation Staff, leave the capital this evening for Yokohama, where they take the French Mail Steamer. Russian interests will be cared for by the French Legation, and the First Secretary will speedily establish himself at the Russian Legation to take care of the premises.

The opening paragraph of the Rescript, in the official translation, reads: 'We, by the Grace of Heaven, Emperor of Japan, seated on the Throne occupied by the same Dynasty from time immemorial, do hereby make Proclamation to Our loyal and brave subjects as follows:—'

It really seems as if the time had come for Japan's Emperors to abandon that pretence of divine origin, and there are not wanting many loyal subjects of His Majesty who criticise adversely the mediaevalism which finds utterance in such a claim. The rest of the document is a calm, dispassionate, honest statement of Japan's case, and no fair-minded person can take exception to it on the ground of being excessive; while the response that all classes of his subjects are making to their sovereign's appeal, indicates a unanimity which augurs well.

The events that were forecast in the telegram of the 8th instant rapidly crystallised. [This telegram was handed in and paid for by our correspondent, but was never received by us.—Ed., C.M.] Although the Japanese Minister to St. Petersburg was not actually recalled that day, he was the next, and on that same day, Saturday the 6th, the credentials of the Russian Minister were returned to him and diplomatic relations between the two countries were severed. Hostilities actually commenced sooner than was expected, and the first blow was struck by Japan on the 8th, and, coming before any declaration of hostilities, was a surprise to everybody except those who were at the head of affairs. It was a decided hit for Japan, and its success has caused the widest excitement. It is well-nigh impossible to get anything out of the people; professional men, students, school boys, merchants, tradesmen, all insist upon talking war; in glorifying their countrymen who took part in the initial movement of a war that is likely to be a long and bitter one and filled with lessons, more or less painful; yet we cannot but admire the spirit and enthusiasm of the people and wish them entire success.

THE 'MANDJOUR' AT SHANGHAI.

Shanghai, Feb. 22.

The Japanese cruiser *Akitsu* has come to Wusung to assist the Chinese authorities here enforcing the declaration of neutrality made by the Chinese Government. In saying that the *Mandjour* is not 'playing the game' as long as she remains here armed and ready for sea, we did not mean to imply the slightest reproach to Captain Crown or his officers. It is understood that Captain Crown is acting under the instructions of the Minister of the Navy at St. Petersburg, that the *Mandjour* is to remain here until further orders, and these instructions he is bound to obey, unless under the stress of force majeure. In this Russia is imposing on the weakness of China; it is quite certain that if the *Mandjour* had been at Hongkong or Tientsin under similar circumstances, she would not have treated the order given her by the authorities at those ports as she has treated the Taotai's order here. After a long conference with the Japanese Consul-General, the Taotai here ordered the *Mandjour* to leave within twenty-four hours from 5 p.m. on Saturday. The Russian Consul-General asked for an extension of time, but in vain; and it is now believed that one or more vessels of the Chinese Peiyang squadron may be expected from Kiangyin to see that the Taotai's order is obeyed. It seems hard measure to send the *Mandjour* out to what is represented as being certain capture or destruction, and these who know Captain Crown and his officers will certainly hope that he will succeed in evading these eventualities; but the blame lies with the Viceroy at Port Arthur, who left the *Mandjour* here and the *Paryang* and *Corvets* at Chemulpo. It is not merely a desire to add to the laurels which the Japanese Admirals have gathered already that has inspired the Japanese Consul-General to demand that the *Mandjour* be sent away or dismantled. There is a large Japanese colony here and a large number of other people having dealings with Japan, who are suffering great inconveniences and actual loss by the withdrawal of the Japanese steamers heretofore running between Japan and China. The Japanese mail lines are quite ready to resume their services as soon as the *Mandjour* is out of the way, and the Japanese are within their legal right in demanding her being sent away. As to the Captain and officers of the *Mandjour*, they are far too good sailors not to welcome the order to go to sea, with twenty-four hours' start of the *Akitsu*.—*N.C. Daily News*.

THE PORT ARTHUR FIGHT.**Details by a Japanese Officer.**

The following account of the action at Port Arthur is taken from the *Kobe Chronicle*:—

At 1 a.m. on the 8th instant (Saturday) Admiral Togo, Commander-in-Chief of the Fleet, received an order to attack the Russian Fleet. The Admiral immediately called a council of the commanding officers of all vessels, and it was decided that the Fleet should leave Sasebo before noon on the 8th. About fifty vessels were assembled at a 'certain place' in Korean waters by noon of the 7th (Saturday). The dispatch boat *Asahi* then brought news that the main force of the Russian Fleet was lying outside Port Arthur, and the war-ships *Varyag* and *Koriet* at Chemulpo. The fourth squadron, under the command of Admiral Uriu, was dispatched to Chemulpo, while Admiral Togo, with the first, second, and third squadrons, steamed for Port Arthur, accompanied by torpedo-boat destroyers. Soon after the start a steamer was sighted, and was chased and caught by the gunboat *Tatsuma*, it proving to be the Russian steamer *Rosita*. Shortly afterwards, two more Russian vessels, the *Arjun* and *Manchuria*, were also captured.

At sunset on Monday afternoon (the 8th) the squadrons were sixty miles east of Port Arthur. Here the first, second, and third destroyer squadrons were ordered to Port Arthur, and the fourth and fifth to Dalny.

As they were departing the flag-ship signalled wishing the fleet success, and was answered that it would be either success or death. Destroyers were sent to Dalny because it was thought several of the enemy were at that port.

The squadrons now steamed southward in the direction of Wighat Head, and afterwards veered and went north-west. At daylight on the 9th the third squadron counted the enemy at Port Arthur, approaching to within about 8,000 metres, and reporting by wireless telegraphy that the enemy was outside the harbour. The *Stassera* did not fire, and in fact many of the vessels appeared to have been already damaged by the destroyers or fleets. The scouting squadrons advanced that the first and second squadrons should advance, and on receiving this report the Commander-in-Chief decided on making a general attack. In a short while the divisions were engaged in a line from east to west some 8,000 metres from the enemy. When the enemy was sighted the *Stassera* at anchor, where they had been surprised the night before by the destroyers, but on the general advance being made it was

perceived that the Russians had again weighed anchor. A few ships were seen to be disabled at the entrance to the harbour, while the rest of the fleet was not apparently in fighting line.

At noon on the 24th, after fifteen, the attack was commenced, the men first giving a 'Banzi' for the Emperor. It appears that the Russian vessels which had been damaged and were aground had opened the firing, and the forts on the two hills at the entrance to the harbour also began a bombardment of the Japanese vessels. The attack replied with port broadsides, officers and men at the same time giving a hearty 'Banzi.' It was anticipated that the enemy's destruction of which there was a strong fear, would be the result of the attack, but only one of the Russian vessels was sunk, a vessel of great speed, apparently the *Noski*, but when the Japanese fire was concentrated on this vessel she retreated. Firing was suspended about forty minutes after noon, when the squadrons withdrew to Korean waters.

With the conditions under which the attack was made—at 2,000 metres distance—no gun under eight inch were effective, and the six-inch guns, the best part of the armament of the squadrons, were of no use. It was necessary to keep a long distance off in order to avoid the heavy guns of the forts. The enemy was well aware that the attacking squadrons had many six-inch guns, and it was with the object of keeping these out of play that the forts kept up a furious fire, but their shot fell short, from which it is inferred that the Russians are not using the latest explosives. The enemy early singled out for special attention the flag-ship *Mikasa*, at the head of the fighting line, and the cruiser *Isuzu* at the rear of the second squadron. Sub-Lieutenant Takahashi, of the *Isuzu*, was struck while standing on the casemate of a six inch gun by a splinter from a twelve inch shell. The destroyer *Izumi* which had parted from the squadron on the previous day rejoined the main body all well.

Japanese Losses.

Another account states that Commander Yamataka, of the *Fuji*, was one of those killed. Lieutenant Miura, also of the *Fuji*, was swept bodily away by a shot, while Lieutenants Matsunaga and Yoshimura, Fleet Engineer Inspector Yamamoto, and Lieutenant Kiyama, were injured, the latter fatally. The transport *Genkai-maru* arrived at Suifu on Saturday with five bodies of those killed during the action, (three officers) and twenty-eight wounded, of whom are officers.

THE LOSS OF THE 'DEUTEROS.'

Thirty Hours Drifting.

Additional particulars of the grounding of the *Deuteros* have been received by us from a reliable source. The *Deuteros* left Saigon on Feb. 11 bound for Hongkong, and reached the entrance to the *Deuteros* safely. They were passing the islands in the evening, and when at dinner, a passenger, who evidently had a presentiment of coming evil, remarked to the Captain that he had better be careful going through, as the channel was so narrow, and he might strike the rocks. The Captain remarked that there was not the slightest danger of anything like that happening, and said that they would be clear before nine o'clock.

After dinner the passenger went upstairs, and sat reading. He noticed a peculiar smell pervading the ship, as though they were carrying a cargo of fish, and remarked it to the First Officer. The officer said that it was only the smell of the rice on board, and passed on. Shortly after the passenger felt the ship strike the rocks, and heard the grinding of her hull on the bottom. He sprang to his feet, and felt the vessel trembling beneath him. The Captain came rushing along the deck and disappeared below the hatchway. All was confusion on board, the Chinese crew being apparently panic-stricken. When the Captain re-appeared on deck, he said that there was eighteen feet of water in the hold, and that the ship was sinking fast. The boats were instantly lowered, and the Chinese crew rushed the first boat, crowding into it until it almost sank. The Captain tried to get some of the crew out of the first boat and put them in the second one, but as fast as one got out another jumped in, until the Captain desisted, knowing full well that he could do nothing with them. The other boats were lowered, the Captain getting in the last one, after everyone else had left the ship. They pulled a short distance off from the ship, and the Captain's boat returned and secured provisions, rockets, oil and the ship's books. When they returned all the boats were tied together to prevent them from separating and they drifted away with the current.

It was a dark night, and after a while it seemed as though the *Deuteros* had got off the rocks and was drifting after them. The lights seemed to follow the boats all night, but when morning was approaching they disappeared from view, and it was presumed that the *Deuteros* had sunk. In the morning they tried to make out by observations where they were, and endeavoured to follow the track of steamers.

They had three provisions on board each boat, so did not starve. They also had several boxes, containing personal effects in the boats, but these had to be thrown overboard, as the boats were overloaded. After drifting about all the day after leaving the ship, most of the occupants of the boats went to sleep, leaving a strict watch set for passing vessels. Half the night passed away, but no light rose above the horizon, and the dejected spirits of the shipwrecked crew. Midnight passed and the morning was approaching, when a tiny light was seen coming out of the darkness, like a far-off star. At first sight it appeared to be a star, but as time passed it grew larger and larger until the boats were certain it was a steamer's light. Lights were waved, and great attention was brought to the first rocket went off in the boat, but failed to rise, the second one also failed, but the third rose in the air with a hissing sound, and the occupants turned their attention to the steamer to see if it had been seen. A minute or two of suspense followed, then a rocket was seen curving into the sky. The light was seen, the steamer drew close and picked the crew up. The rescuing steamer was the Dutch steamer *Laertes*, bound for Saigon, and the shipwrecked crew were taken on to Saigon, after being drifted for upwards of thirty hours.

TELEGRAMS.

RUSSO-CHINESE BANK FRAUD.

ARREST OF SCHWIND.

(From Our Own Correspondent.)
SHANGHAI, Feb. 26, 2.4 p.m.

R. Schwind, who broke out of the Consular Gaol here while awaiting trial in connection with the Russo-Chinese Bank frauds, has been arrested in a houseboat at Chinkiang.

(In connection with these frauds, Mr. Littmann was sentenced to nine months' imprisonment and to lose three years' civil rights.—Ed., C.M.)

THE RUSSO-JAPANESE WAR.

THE LAST ATTACK ON PORT ARTHUR.

LONDON, February 24.
A Russian official despatch states that a Japanese attack on Port Arthur has been repulsed, four Japanese battleships and two transports being sunk.

British Attachés.

In addition to Lieut. Colonel Sir William Nicholson and Colonel James Haldane, a dozen officers of all arms are being sent to watch the Japanese operations at various points, under the direction of Lieut. Colonel Sir William Nicholson.

Three Japanese Officers Hanged.

A Court-Martial on three Japanese, disguised as coolies, who were arrested in an attempt to blow up the Sunan bridge on the 21st inst., has revealed that the supposed coolies were a Japanese Colonel of Engineers, a Naval Torpedo Lieutenant of Sappers, all belonging to the General Staff. The three officers were condemned to death and immediately hanged from the Sunan bridge.

Ordered Home.

Admiral Wrenn's squadron, including the transports, has been ordered home.

Strange Conduct of a Diplomat.

M. Muraviev, the Russian Minister of Justice, in delivering the Venezuelan judgment, as President of the Hague Tribunal, referred disparagingly to Japan as pretensions.

Russian Allegations against Japan.

Russia has sent a Note to the Powers charging Japan with a violation of the laws of nations at Port Arthur and Chemulpo. The Russian Note to the Powers declares that Japan's proceedings are an open violation of the laws governing the mutual relations of civilized nations, and after quoting what it describes as various flagrant breaches of international law, considers it is the duty of Russia to lodge a protest to the Powers, convinced that they will agree to Russia's attitude. Russia declares as invalid all orders and declarations arising from Japan's illegal assumption of power in Korea.

Anglo-Japanese Alliance.

On the occasion of the anniversary of the conclusion of the Anglo-Japanese Alliance (February 12), Baron Komura, Minister for Foreign Affairs, gave a banquet, at which Sir Claude MacDonald, the British Minister at Tokyo, was present. The Ministers of State and a number of officials of the Foreign Office also took part in the celebration.

Three Little Maids.

A crowded house was the tribute paid last night, when they gave their second performance of that sparkling musical comedy 'Three Little Maids.' The acting and singing throughout was keenly enjoyed, but the demonstrations of applause were, perhaps, of too frequent occurrence. Mr. Percival Knight, as the man who had led a 'fearful life,' was again at the top of his form, and his singing of 'Everybody's awfully good to me' was one of the tit-bits of the evening. The 'three little maids' were all in good voice, and their singing and dancing, together with their love-making scenes, were items which were immensely popular with the audience. The singing of Mr. Frank Cochrane, and the violin solos by Miss Blanche Garbette, were sufficiently worth hearing in themselves. All the other members of the company sustained their various parts creditably. To-night, and to-morrow night, 'The French Maid' will be the attraction.

Chamberlain's Cough Remedy.

A cure for severe colds, persistent coughs, and a preventive of pneumonia. It is the mothers' favourite for whooping cough, and opens the cough, relieves the lungs, any tendency of a bad cold to result in pneumonia. It is unequalled for bad colds, it always cures, and cures quickly. For sale by all chemists and medicine vendors. WATKINS Ltd., General Agents.

COAL STRATEGY.

When the attack on the Legations at Peking sent the warships and transports of the European Powers hurrying to the China Sea, the Continental strategists awoke to a very unpleasant fact. They found that the progress of their ships was entirely dependent upon the goodwill of the British Government. At Peking, Aden, Colombo, Singapore, and Hongkong the fuel without which warship and transport alike was as useless for military purposes as an old bulk could only be obtained under the British flag. And it set a good many wise men on the Continent thinking of the probable effect upon their strategic dispositions of any complications which would render these essential supplies unavailable.

Hitherto, however, none of the great Powers specially interested in the Far East has found any material solution of the difficulty. There has been a certain development of Jibuti as a coaling station, and Germany has made a few tentative efforts to secure a depot in the Red Sea; but the position is practically the same as it was when the Powers were surprised by the Boxer outbreak. This aspect of the strategic situation has been troubling the Russian newspapers, and the Dalny *Vostok* recently indulged in a pessimistic review of the position from the Russian standpoint. There has been an enormous increase of Russian troops in the Far East, and a certain development of the local service fleets are mighty consumers of coal. In a few months these impending stocks would melt away like halibuts in the sun, and where would Russia replenish them? Not an ounce could be carried over the Siberian railway, and the whole supply would have to be submarine. Inasmuch as coal destined for a belligerent port is contraband of war, the usual sources of supply would be closed, and in any prolonged operations in the Western Pacific it is quite possible that the Russian fleet would be starved from sheer lack of the wherewithal to move. Japan, of course, has an ample supply of coal at home. Nowhere is the strategic importance of coal of greater importance than on the long line from the Mediterranean to the China Sea. The accepted principle of international law is that ships of war in neutral ports are only permitted to be furnished with such fuel as might be sufficient to take them to the nearest port of their own country. If after the outbreak of hostilities a Russian warship bound to the theatre of hostilities succeeded in getting as far as Singapore she would be much nearer to Vladivostok than to Odessa. Nevertheless in accordance with the rule that a neutral Power shall not assist either combatant Power, the British authorities would be free to refuse to supply the vessel with fuel. The result would be that the vessel would no longer be in a position to continue its journey to the scene of operations and would have to return, sufficient fuel being furnished to enable it to reach the next neutral port where a further 'contribution' of coal would be available to enable it to accomplish another stage of its voyage homeward to a Russian port. The Moscow *Viedomosti* has ridiculed these fears, and whilst admitting that the position of Russian vessels in such circumstances is by no means pleasant, asserts that coaling operations are possible in the open sea, and that there are reports of Russian ships coaling in the British Navy has pretty thoroughly tested the feasibility of coaling at sea; it will suffice to say that the Admiral, who set out with a naval reinforcement from the Mediterranean to the Pacific with no better prospect of replenishing his bunkers than a Russian ship bound to the theatre of hostilities, arrived when the combatants had grown grey. And whatever the non-British coaling depots may be, the *Viedomosti* does not specify them. If war occurred, and the command of the sea were not decided promptly and finally, the strategic position, in the large measure by which it is decided by coal, would be overwhelmingly against Russia.

Second only in importance to coal is the general problem of provisioning a large fleet on active service. The quantity of stores a modern man-of-war requires is exceedingly formidable. In an interesting discussion upon naval operations, long, Sir Cyprian Bridge, then commanding the station, made an instructive calculation of the tonnage required to maintain the British squadron in fighting trim during six months of war. We write under correction, because the reference cannot be verified, but we believe the computation, including coal, was for a hundred and twenty thousand tons. The Russian naval strength in the Far East is greater than that of Great Britain at the time of which Sir Cyprian Bridge spoke, nor are the Russian officers likely to be more economical than British in the consumption of stores. For these enormous supplies entirely dependent upon the magazines established at Port Arthur and Vladivostok. The country produces very little that is a fleet-in-being requires. The railway would be inadequate to the task of feeding the army with munitions and recruits. The sea-route would be barred unless the Japanese Navy were driven off the coast, in which case the war would be at an end. Because although international law is bazy upon some points as to what is and what is not contraband of war, it is clear on these that all munitions of war, all materials necessary for the manufacture of explosives, materials of naval construction, and provisions on their way to a port of naval equipment or to a naval armament, are contraband. The necessity of securing a means of obtaining reduced the chances of eluding the command of the sea was unmet. The Japanese warships, even if we assume that the Russian magazines are extremely well provided they could not bear the drain of hostilities long. Naval strategists were wont to declare that in maritime warfare under modern conditions the first blow would be the most decisive. It is now likely that their theories may be as completely upset in the China Sea as they were in the Caribbean, and that the Russians, who would lose everything by an unfavourable naval conflict, would adopt a policy of 'land warfare' by the sea, and stores strategy might force the Russian Admiral to risk all on a general action.—Times of India.

AMATEUR PAINTER.—The life-line indication how long you will live. Ecce! Friend—Yes, but I wonder the life insurance companies pay no attention to it!

SWATOW NOTES.

(From Our Own Correspondent.)

SWATOW, February 20.

THE EFFECTS OF THE WAR.
The effects of the war are being felt even here. The regular mail service, of which we could boast until quite recently, is now temporarily disorganised. All the vessels of the Osaka Shosen Kaisha are now off the usual run, viz., Hongkong, Swatow, Amoy, Foochow, and Tamsui, having been either chartered or laid up. Four German steamers are said to have been chartered to run in their stead, but as we see so little of them they are practically a dead letter to us. The Douglas S.S. *Haiman* has also gone North on a charter. That these of the population who are interested in the progress of the war are not quite enamoured of this state of affairs can be easily understood.

Foreigners and Chinese alike seem to be quite jubilant over the recent successes of the wily Japanese, and this forms the main topic of their conversation. The candid opinion of a certain local magnate—which, of course is to be taken for what it is worth—is that the Russian Navy is far inferior to that of the Chinese, inasmuch as during the China-Japan war, although they suffered crushing defeat, the Chinese did succeed in doing some damage to their opponents, whereas, in the present struggle, the Russians, thus far, are the sole losers.

THE NEW RAILWAY.
Preparations are going ahead for the construction of a Railway line between Swatow and Chao-chow-fu, the prefectural city, distant some thirty miles from here. The capital has already been subscribed and the plans laid. It will be purely a Chinese concern, no foreigner in any way being connected therewith. The supervising engineer is said to be a Cantonese, who has culled most of his experience from the Northern lines with which he has been connected for some years.

FIRE.
At about noon on the 16th inst., a fire broke out in a shop in the Native City. Notwithstanding that all the natives were en file—it being the first day of the New Year—a goodly number of the Customs Fire Brigade soon collected and started for the scene of the conflagration, only to find that their services were not required, the proprietor having subdued the flames himself with the aid of a few servants. The cause of the fire was traced to two small boys, who, with the necessary ammunition, were endeavouring, in an upper room, to master the many art of cigarette-smoking.

CRICKET.
A cricket match between the Customs and a team selected from the Swatow merchants and shipping men in port took place, on China New Year day, on the spacious ground of Messrs Bradley and Co. at Kankich. The result was a complete victory for the Customs. Tiffin was served in the grounds. Amongst the players were:—Mr. F. Willis, H. R. M. Consul; Mr. Frank Smith, Acting Commissioner of Customs, and Mr. A. Macgowan, of Messrs Bradley and Co. The steamers represented were the *Hutch*, *Hungary* and *Irene*.

The Kaiping Colliery Company's steamer *Providence*, with a cargo of coal on board, was stopped by a Japanese warship off Port Arthur, during the attack on February 9th. The *Providence* was ordered to return to Chingwangtao.

Dr Cantile's Latest.

Dr Cantile, the honorary secretary of the Royal Institute of Public Health, anticipates much badness among soldiers in the near future through the wearing of the new German style of hat. The Northumberland Fusilier's motto of 'Old and Bold' will therefore take on a small variation.

Russians on the Yalu.

The force of Russian troops on the Yalu is understood to be about 7,000, including five regiments of infantry, six batteries of artillery, with forces of cavalry and engineers. It is reported that an army of about 40,000 men is now on the way from Liangyang to the Yalu.—Kobe Chronicle.

The Chinese Commission to St. Louis.

The N.C. Daily News says:—The China Merchants' steamer *Asping* has been chartered by the Chinese Government to carry Mr Wang Kai-kah, Chinese Vice-Commissioner to the St. Louis Exposition, up to Tientsin to meet his colleague Prince Pu Lun, Chief Commissioner to the Exposition, who is expected to leave Peking on the 4th proximo. Mr Wang Kai-kah leaves Shanghai on the 26th inst and escorts Prince Pu Lun to the United States.

Fiscalitis in Shanghai.

The attempt that has been made to take a plebiscite in Shanghai on the fiscal question, in imitation of that taken in Hongkong, was the failure that most people expected it to be, says the N.C. Daily News. Voting began on the 10th inst., and the boxes were opened on the 13th inst. The result is:—
For fiscal reform ... 158
Against ... 11
Majority in favour of reform ... 145

There might be some reason for taking a vote like this in a British Colony like Hongkong; but there was, as the result shows, no reason for taking it in an international settlement.

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
MONDAY,
the 29th February, 1904, at 2.30 p.m., at his Sales Rooms, Queen's Road,—
AN ASSORTMENT OF
JAPANESE CURIOS,
SILVER CHINAWARE, BRONZES, ANTIQUITY,
LACQUERED WARE, VASES AND TEA SETS;
IVORY INLAIN PANELS, LAMP SCREENS;
SILK EMBROIDERED FOLDING SCREENS;
&c., &c., &c.

TERMS OF SALE.—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, February 26, 1904. 368

NOTICE.

NOTICE IS HEREBY GIVEN that the INTERNATIONAL BANKING CORPORATION have as from the Ninth Day of FEBRUARY, 1904, taken over the Business of the EASTERN BRANCHES of the GUARANTY TRUST COMPANY OF NEW YORK, being the Business CARRIED ON by the latter Company in Hongkong, Shanghai and Manila, and that, as from the said Ninth Day of FEBRUARY, 1904, The International Banking Corporation will be responsible for and will duly meet and liquidate all the outstanding obligations of the Eastern Branches of the Guaranty Trust Company of New York, including the Branch Business heretofore carried on in Hongkong.

For The International Banking Corporation,
CHAS. R. SCOTT,
Manager.
For the Guaranty Trust Company of New York,
E. F. GROS,
Manager.
Hongkong, February 26, 1904. 373

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.
(Taking Cargo at through rates to Tientsin, CHINKIANG AND HANKOW.)

THE Steamship
LYEEMOON,
Captain TH. LEHMANN, will be despatched for the above Port on TUESDAY, the 1st March, at 3 p.m.

This Steamer has superior Accommodation for First and Second-class Passengers. For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, February 26, 1904. 370

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
The Company's Steamship
HAILONG,
Captain GIBSON, will be despatched for the above Port on MONDAY, 29th inst., at 10 a.m.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, February 26, 1904. 374

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship
YUENSANG,
Captain P. H. ROFF, will be despatched as above on WEDNESDAY, the 2nd March, at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light. For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, February 26, 1904. 369

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.
NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Also
PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 8th March, 1904, at 1 p.m., the Company's Steamship *AUSTRALIE*, Captain R. GREGORY, with MAILS, PASSENGERS, FREIGHT, and CARGO, will leave this Port for MARSEILLES, Via Ports of Call, WITHOUT TRANSIT.

This Steamer connects at COLOMBO with the Australian Line s.s. *Ville de Indes*, bound for MARSEILLES via BOMBAY and ADEN.
Cargo and specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on MONDAY, the 7th March. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY.
Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, February 26, 1904. 371

GREAT REDUCTION IN PRICES.

MR. B. RUTONJEE begs to announce that his Revised Price List is now ready, and Copies can be had on application. The Prices therein will be found to have been considerably brought down, and fixed at as low a figure as could be maintained in view of the vagaries and uncertainties of Exchange of rates.
Local and Coast Port Orders will be promptly attended to, and Goods despatched by First Steamers.
Special Rates to Hotels, Messes, Boarding Houses, and Large Consumers.
No. 1, D'ARQUIER STREET,
and 32 to 38, ELGIN ROAD, KOWLOON.
Hongkong, February 15, 1904. 367

To-day's Advertisements

BEFORE DECIDING ON THE PURCHASE OF A TYPEWRITER CALL AND INSPECT THE NEW MODEL

LIGHT-RUNNING YOST.

For Particulars, apply to
KELLY AND WALSH, Hongkong.
Or to the
YOST TYPEWRITER CO., LD.,
50, HOLBORN VIADUCT,
LONDON, E.C.

Shanghai, January 8, 1904. 20-5

THEATRE ROYAL.

The Henry Dallas
MUSICAL COMEDY COMPANY.

ENORMOUS SUCCESS.

T-O-N-I-G-H-T,
(FRIDAY), FEBRUARY 26th,
and TO-MORROW N-I-G-H-T
(SATURDAY), FEBRUARY 27th,
The Sparkling Musical Comedy
THE FRENCH MAID.

MONDAY AND TUESDAY.
A RUNAWAY GIRL
WEDNESDAY AND THURSDAY.
BELLE OF NEW YORK.
FRIDAY AND SATURDAY.
THE GIRL FROM KAYS.

Prices \$3, 2 and 1.
PLANS AT ROBINSON PIANO CO.
Late Tram each night 15 minutes after fall of curtain.
W. FLEMING VALLANCE, Manager.
Hongkong, February 26, 1904. 366

GOVERNMENT BILLS.

TENDERS FOR SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Cashier, Army Pay Department, until 11 a.m. on the 1st March, 1904. The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100. The tenders to be in Duplicate, and in Sealed Covers, addressed to the Chief Cashier, Army Pay Department, and endorsed 'TENDERS FOR GOVERNMENT BILLS.' The right to accept or reject any or all of the tenders is reserved. Copies of Forms of tender can be had on application.
GEO. H. FERRIER, Colonel, A.P.D.,
H.M. Treasury Chest Officer.
His Majesty's Treasury Office,
Fletcher Street, Hongkong,
22nd February, 1904. 368

TO LET.

NOS. 4, 5, 6 and 9, AUSTIN AVENUE, Kowloon, at moderate Rentals, and with immediate Possession.
No. 4, SALISBURY AVENUE, Kowloon, with possession from 1st MARCH.
Apply to
HUMPHREYS' ESTATE & FINANCE CO., LTD.
Hongkong, February 26, 1904. 372

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER NANKIN.

FROM DOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From PERSIAN GULF, ex s.s. B. I. S. N. and B. and P. S. N. Co's steamers.
From ALEXANDRIA, ex s.s. *Pandora*.
Goods not cleared by the 2nd March, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, January 26, 1904. 367

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. No Advertisements should be sent in before 3 p.m.

BAIN & REID
CHINA MAIL Office, Dec. 1900.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES,
Reprinted from 'The China Mail,'
WITH AN APPENDIX.

To be had at the Office of KIM PARRA,
Messrs. KELLY & WALSH, Ltd.,
And Messrs. W. BROWN & CO.
Price, 50 Cents.

THE ROBINSON PIANO CO. LTD.

JUST RECEIVED

Magnificent

Pianos

By

Rachals,

Krauss,

Stuart,

Bechstein,

Hopkinson,

Haake.

Each representing

THE

BEST IN ITS

CLASS.

VERY MODERATE

PRICES

FOR

CASH OR CREDIT

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	Christina	Noon, 27th February	See Special Advertisement
SHANGHAI, MOJI & KOBE	W. B. PALMER, R.N.R.	About 27th February	Freight only
(Passing through the INLAND SEA.)	E.E.C. ROBERTS, R.N.R.	February	
SHANGHAI.	Coromandel	About 28th February	Freight and Passage
LONDON & ANTWERP, VIA	G.M. MONTGOMERY, R.N.R.	About 3rd March	Freight only
S'FORE, PANG, C'HO, PORT	C. J. DENTON, R.N.R.	March	
SAID & MARSEILLES			
YAMA, VIA SHAI, MOJI & KOBE	Malacca	About 8th March	Freight and Passage
(passing through the INLAND SEA.)	A. F. STREET	March	

For further Particulars, apply to E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, February 25, 1904.

HAMBURG-AMERIKA LINIE.

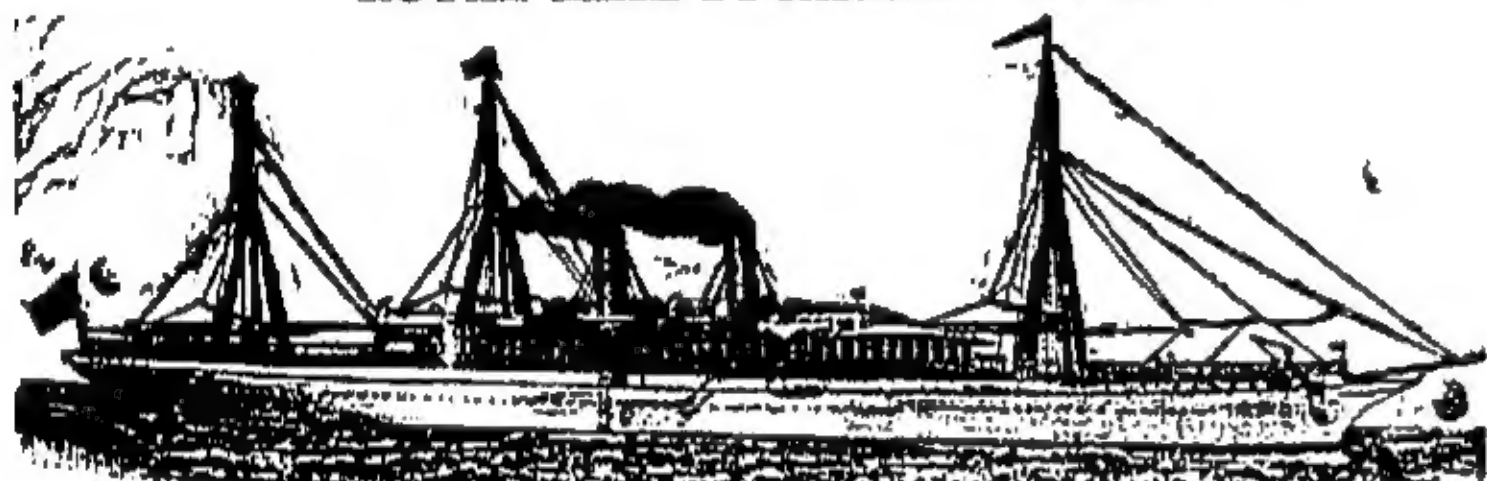
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIZEST, GENOA, PORTS in the LEVANT: BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
FOR HAVRE, BREMEN AND HAMBURG.			
CALLING AT SINGAPORE AND COLOMBO.			
S.S. Silthonia,	1st March, 1904.	Freight.	
Call at SINGAPORE AND COLOMBO.			
S.S. Panberg,	17th March, 1904.	Freight.	
Call at SINGAPORE AND COLOMBO.			
S.S. Sambar,	25th March, 1904.	Freight.	
Call at SINGAPORE AND COLOMBO.			
S.S. Albatross,	5th April, 1904.	Freight.	
Call at SINGAPORE AND COLOMBO.			
S.S. Mervia,	19th April, 1904.	Freight.	

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Call at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.

Imperial Twin Screw Steamships—8,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

T	H	E	M	A	G	N	I	C	A	N	T	S	E	S	S	H	I	P	S	P	A	S	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G	S	I	N	G
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Hongkong to London, 1st Class, via St. Lawrence £80. via New York £62.

Intermediate on Steamers, £40. " " £42.

1st Class Rate, £20. " " £22.

THE magnificent 'EMPEROR' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN COUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to
D. E. BROWN, General Agent,
FEDDER STREET.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON, OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, February 18, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI, Via SWATOW, AND AMOY.	M. STUYVE, Capt. T. BRANDT.	FRIDAY, 4th March, at 10 a.m.

On account of the present state of political affairs, and the Company's new Steamers have been requisitioned for Transport Service, and the above named chartered Steamers have been secured instead for maintenance of the Company's Coastal Service. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager

Hongkong, February 25, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	Menelaus	27th February
GLASGOW AND LIVERPOOL	Rhipheus	2nd March
GLASGOW AND LIVERPOOL	Telemachus	5th March
GLASGOW AND LIVERPOOL	Ninichow	12th March
GLASGOW AND LIVERPOOL	Antenor	22nd March
GLASGOW AND LIVERPOOL	Oopack	24th March
GLASGOW AND LIVERPOOL	Jaron	31st March
GLASGOW AND LIVERPOOL	Archilles	10th April

The S.S. RHIPHEUS left Singapore for this Port on 25th inst. p.m.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON AND ANTWERP	Motone	1st March
LONDON & ANTWERP	Ajax	15th March
GENOA, MARSEILLES & LIVERPOOL	Glaucus	1st March
LONDON & ANTWERP	Falling	29th March
LONDON & ANTWERP	Machona	1st April
GENOA, MARSEILLES & LIVERPOOL	Telemachus	29th April
LONDON & ANTWERP	Telemachus	29th April

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NINGCHOW	Ningchow	24th March
N'KI, KOBE & YOKOHAMA		

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, February 26, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
NINGPO AND SHANGHAI	Kailan	27th Feb., Daylight
SHANGHAI	Taiwan	27th Feb., 4 p.m.
KOBE	Shantung	27th Feb., 4 p.m.
TIENTSIN	Chima	1st March
CEBU AND ILOILO	Chima	1st March, 4 p.m.
MANILA	Chima	2nd March, 4 p.m.
ILOILO	Wuchang	2nd March, 4 p.m.
SHANGHAI	Taiwan	3rd March, 4 p.m.

PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. * Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, February 26, 1904.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD.—BREMER.

STEAM FOR SINGAPORE, PINANG, COLOMBO, ADEN, SUEZ, PORT SAID NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; Also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates, 1904.
SEYDLITZ	WEDNESDAY, 2nd Mar.
ROON	WEDNESDAY, 16th Mar.
PRUSSEN	WEDNESDAY, 30th Mar.
HAMBURG	WEDNESDAY, 13th April.
PRINZ HERNICH	WEDNESDAY, 27th April.
OLDENBURG	WEDNESDAY, 11th May.
BAYERN	THURSDAY, 26th May.
SACHSEN	THURSDAY, 9th June.
ZIETEN	THURSDAY, 23rd June.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 2nd of March, 1904, at Noon, the Steamship SEYDLITZ, of the Norddeutscher Lloyd, Captain Dewries, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 29th February, Cargo and Specie will be received on Board until 5 p.m., on Tuesday, the 1st March, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 1st March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardses. Linen can be washed on board.

For further Particulars, apply to Norddeutscher Lloyd.

Melchers & Co., Agents.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.

BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA

VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
VICTORIA	3572	J. Truebridge	March 18.
TREMONT	3646	T. W. Garlick	March 25.
OLYMPIA	2837	A. Dixon	April 27.

* Have no second class accommodation. † Cargo only.

FOR MANILA.

The largest, steepest, and most comfortable steamers for Manila. S.S. TREMONT 3606 tons Capt. T. W. Garlick. About 1st March. S.S. SHAWMUT 2808 tons Capt. W. M. Smith. About 20th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND OUTSIDE ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited,

QUEEN'S BUILDINGS, Hongkong, February 6, 1904.

Shipping.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon staterooms.—Electric Light—Perfect Cuisine—Surgeon and Stewardses carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila Direct	Feb. 27, at 1 p.m.
RUBI	2540	H. W. Almond	"	Mar. 5, at 10 a.m.
PERLA	1980	A. H. Nodley	"	"

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, February 26, 1904.



STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN, CUE, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship OHUSAN, Captain W. B. PALMER, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 27th February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, February 15, 1904.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship GLENGYLE.

Captain T. DABER, R.N.R., will be despatched as above on SATURDAY, the 6th March, 1904.

For Freight or Passage, apply to MCGREGOR BROS. & GOW.

Hongkong, February 15, 1904.

STEAM TO CANTON.

THE new Twin Screw Steel Steamers KWONG CHOW, 1,309 tons—Captain J. P. MARTIN. KWONG TUNG, 1,238 tons—Captain H. W. WALKER.

Leave HONGKONG for CANTON at 8.30 Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5 o'clock Every Evening (Sunday excepted).

These fine new Steamers have unequalled accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey, \$4.00 Meals — " — " \$1.00 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

YUEN ON S.S. CO., LTD.,

No. 8, QUEEN'S ROAD WEST.

Hongkong, February 13, 1904.

MESSAGERIES CANTONNAISES.

J. TREVoux & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer PAUL BEAU

Captain TRANQUILLI, leaves Hongkong for Canton at 9 p.m. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 6 p.m., taking Passengers and Cargo usual, and will shortly be followed by the Steamer CHARLES HARDOUIN.

These two magnificent and up-to-date Steamers are lighted with electricity. The Saloon is under European Supervision.

First-class European ... \$28.00 Second-class European ... \$23.00 First-class Chinese ... \$15.00 Second-class Chinese ... \$10.00 Deck ... \$5.00

The Company's Wharf is at the end of Queen's Street, Praya West.

For further Particulars, apply to J. LANDOLT, Agent.

The Pharmacy, Queen's Road Central.

Hongkong, February 10, 1904.

三子

THE TRI-METRIC CLASSIC.

Translated from the Chinese by E. J. ELLIOT, B.D.

To be had—Price 40 Cents the set—(plus the CHINA MAIL Office, 6 Wyndham Street).

WASHINGTON BOOKS.

(In English and Chinese.) WASHINGTON'S BOOKS, for the sale of all kinds of Stationery, and new books, are at the CHINA MAIL Office, 6 Wyndham Street.

be had at the CHINA MAIL Office, 6 Wyndham Street.

Notices to Consignees.

NOTICE TO CONSIGNEES.

STEAMER SYDNEY.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON or HAVRE ex s.s. *Dunbar* of *Metapan*, from HAVRE ex s.s. *Metapan*; from BORDEAUX or s.s. *Ville de Rochefort*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the HONGKONG KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 8 p.m. 30-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned, Goods remaining unclaimed after WEDNESDAY, the 2nd March, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 2nd March, or they will not be recognized.

All damaged packages will be examined on WEDNESDAY, the 2nd March, at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, February 24, 1904.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER

HONGKONG AVERAGE MARKET
PRICES.

Corrected to Thursday, February 25, 1904.	
At 100 cents per Dollar Mexican.	
Butcher Meat.	
Beef sirloin & prime cut—Mei Lung Pa ...	lb 17
.. Corned—Ham Ngau Yuk ...	.. 17
.. Roast—Shiu ...	.. 17
.. Breast—Nagu Lam 13
.. Soup—Tong Yuk 13
.. Steak—Ngau Yuk Pa 17
.. —Ootom Ngau Lau Sirloin 26

肥	Fruits.	菓子
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Bullock's Brains—, Slow	per set	8	牛腦
Tongue fresh,—Ngau Li	each	45	牛舌
corned—Hiam Ngau Li	" "	55	鹹牛舌
Head,—Ngau Tau	" "	65	牛頭
Heart,—Ngau Sum	" lb.	9	牛心
Hump, Salt—Nga Kin	" "	14	牛肩
Feet,—Ngau Kerk	each	8	牛脚
Kidneys,—Ngau Yiu	" "	8	牛腰
Tail—Ngau Moi	" "	16	牛尾
Liver,—Ngau Con	" lb.	9	牛肝
Tripe (undressed)—Ngau To	" "	5	牛肚
Calfs Head and Feet—Nga-chai-tau-kak,	set	75	牛仔頭
Tongue—Kw	lb.	24	牛舌

Vegetables, &c. 菜蔬

"	Leg,—Young Yei ...	...	...	24	洋芋
"	Shoulder,—Young Shau ...	...	...	20	猪脰
Pigs'—	Chittings,—Chi chong ...	...	...	7	猪脂
"	Brains,—Chi Know ...	per set	...	2	猪腦
"	Feet,—Chi Kerik ...	...	...	12	猪脚
"	Fry,—Chi Chak ...	...	...	13	猪雜
"	Head,—Chi Tai ...	...	...	13	猪頭
"	Heart,—Chi Sum ...	...	each	9	猪心
"	Kidneys,—Chi Yiu ...	...	...	6	猪腎
"	Liver,—Chi Con ...	...	lb.	24	猪肝
"	Pork, Chop,—Chi P'ai Kwat ...	...	...	18	猪肩
"	Corncd,—Ham Chu Yak ...	...	...	18	鹹肉
				08	茶

Garlic,—Suen Tau	...	...	...	...	6
Ginger, young,—Sun Tse Keung	...	...	...	...	—
	...	...	...	...	5

" Fat or Lean,—On		\$6	洋
Sneeps' Head and Feet,—Young Tan K.	Rk set	\$8	洋
" Heart,—Young Sum	... each	\$7	洋
" Kidneys,—Young Yiu	..	\$20	洋
" Liver,—Young Con	... lb.	\$22	洋
Sucking Pigs, To Order—Chu Chai	... ..	\$16	猪
Suet, Beef,—Sang Ngau Yeu	... ..	\$17	生
" Mutton,—Sang Yeong Tap	... ..	\$22	牛
Veal,—Ngau Chai Yok	... ..	\$18	生
" Sausages,—Ngau Chai Yok Tong	... ..	\$15	午

Poultry.

lb

Capons, Large, Small, -Sin Ka ...	...	32
Ducks, -A-y ...	...	25
Doves, -Pan Kau ...	each	16
Eggs, Hen - Kai Tan ...	per dozen	20
Fowls, Canton, -Kai ...	...	36
Hainan, -Hoi Nam Kai ...	...	30
Geese, -Ngoi ...	...	23
Geese, Wild Sh'ai, -Shai Yer Ngoi, pair	\$1.55	
Musk Deer, -Wong Keng ...	each	\$3.50
Pigs, Shanghai, -Tu Chai ...	...	55
Partridges, -Cho Khoo ...	...	60
Shan Kai ...	pair	\$1.00

	Hoihow, -Hoi How Pak Knp.	..	20	海狗
"	Quail, -Um-Chun	..	each	02
"	Rice-Birds, -Wo Pa Cheuk	..	dozen	—
"	Sniipe, -Sa-O	..	..	50
"	Turkeye, Coor	Phor Kai Kung ..	..	25
"	" Hen,	" Na	..	45
"	Wild Ducks, H'ai, -Shaoghai Sui-sp	pair	\$1.50	上鴨
"	Teal, -Sui Ap Chai,	..	..	60
"	Wild Ducks, Canton, -Sang Shing Sui Ap ea.	\$1.00	番鴨	港
	Flab.			

鮮魚	Horse Radish, Shai-Lik Kuo	...	18	老力
魚	Indian Corn, Suk Mai	...	piece	力
魚	Lettuce, Yeung Sang Choi	...	ach	力
魚	Water Chestnut, Ma Tai	...	1	力
魚	Mandarin, Kwei Lum Ma Tai	...	7	力
魚	Mushrooms, Frest-Sang Cho Khe	...	7	力
魚	Onions, Bombay, Yeung Ching	...	7	力
魚	Green, Sang Churg	...	2	力
魚	Shanghai, Saenging Hai Chang Tau	...	1	力
魚	Japan, Yu Poon	...	1	力
魚	Okroos, Mo Ker	...	...	力
魚	Paraley, English, Young Un Sai per Bundle	...	1	力
魚	Green Peas, Ching Tau	...	5	力
魚	Potatoes, Sweet, Fan Shu	...	8	力
魚	Shanghai, Sheung Hai Shu Tai	...	1	力
魚	Japan, Yat Poor Shu Tai	...	1	力
魚	American, Fa Ki	...	1	力
魚	Foochow, Fak Chau au Tai	...	4	力
魚	Macao, Oh Moon	...	...	力
魚	Pumpkin, Toong Kwa	...	...	力
魚	Radish, Hong Lo Pak Tai	...	dozen	力
魚	Shalot, Con Chung Tau	...	4	力
魚	Spinage, (Chinese), Paw Choi	...	8	力
魚	Spinach, Yin Choi	...	...	力
魚	Tomatoes, Fan Koi	...	3	力
魚	Taro, Wa Tai	...	...	力
魚	Turnips, Punt, (Long), Low Pak	...	2	力
魚	English, Jeung Low Pak	...	piece	力
魚	Vegetable Marrow, Oht Kwa	...	...	力
魚	Water Cresses, Sai Yeng Choi	...	...	力
魚	Calitrope, Lan Kok	...	...	力
魚	Lily root, Lin Ngau	...	...	力
魚	Yam, Ts Shu	...	...	力

E. BOOBER,
Importer to Hongkong.

Bream,—Bin Yu ...	13
Canton Fresh Water Fish,—Ho' Sin Yu ...	13
Carp,—Li Yu ...	16
Catfish,—Chik Yu ...	11
Codfish,—Mun Yu ...	14
Crabs,—Hai ...	16
Cuttle Fish,—Muk Yu ...	12
Dab,—Sa Mang Yu ...	14
Deca,—Wong Mei Lon ...	11
Dog Fish,—Tit Tu Sa ...	9
Eels, Conger. Hai Mann ...	15
" Fresh water,—Tam Sin Yu ...	14
Kels, Yellow,—Wong Sin ...	24
Frogs,—Tien Kai ...	28
Garoupa,—Sek Fan ...	60
Gudgeon,—Pak Kup Yu ...	12
Herrings,—Teo Pak ...	18
Haihut,—Cheung Kwan Yu ...	20
Labrus,—Wong Fe Yu ...	18
Loach,—Wu Yu ...	24
Loobsters,—Long Ha ...	20
Mackerel,—Chi Yu ...	18
Monk Fish,—Mong Yu ...	24
Mullet,—Chai Yu ...	18
Oysters,—Sang Hoo ...	17
Pacific Fish,—Kai Kung Yu ...	16
Perch,—Tui Loc ...	16
Pike,—Fung Poong ...	12
Plaice,—Fan Yu ...	16
" Common Black,—Hak Chong ...	22
" Pomfret White,—Hak Chong ...	28
" Prawns,—Ming Ha ...	40
" Ray,—Pai Fa S ...	8
" Rock Fish,—Sak Kau Kung ...	17
" Rock,—Chun Yu ...	9

